ATTACHMENT B

Amendments to the Specification

Please replace paragraph [0007] with the following amended paragraph.

[0007] Referring now to FIG. 1, a system diagram of a local area network in communication with a vehicle area network in accordance with the present invention will be discussed. An interactive network-to-network system 100 is shown wherein a home or local area network (LAN) 110 is capable of communicating with a vehicle area network (VAN) 124. For example, LAN 110 may be a home network system set up in a user's house that includes one or more connected network devices 112, 114, and 116 communicatively coupled via LAN 110. LAN 110 may include hard-wired network connections, for example using an Ethernet compatible network using one or more Ethernet adapters, or a home phone network using one or more home phone network adapters (HPNA). Alternatively, at least one or more of network devices 112, 114, and 116 may connect to LAN 100 via wireless networking standard such as an IEEE 802.11 compliant wireless network standard. Likewise, VAN 124 includes one or more network devices 126, 128, and 130, up to N number of network devices. Network devices 112, 114, and 116, and network devices 126, 128, and 130 can include any type of electronic device capable of communicating with either of LAN 110 or VAN 124 and with respective devices thereof. Such types of electronic devices include, but are not limited to, personal computers (PCs), notebook computers, routers, hubs, switches, personal digital assistants (PDAs), game consoles, electronic books (e-books), audio devices such as MP3 players, computer watches, and so on, including any type of electronic

device having network communication functions. Specifically for VAN 124, devices 126, 128, and 130 may include systems or subsystems of the vehicle itself in which VAN 124 is disposed, such as engine sensors, audio system components, vehicle indicators, gauges, and general sensors, such as fuel gauges, door sensors, light system sensors, heating and cooling system and sensors, odometer, seatbelt sensors, child detectors, and so on. Further, portable devices brought into the vehicle in which VAN 124 is disposed may also communicate with other devices on VAN 124. Such devices may include PDAs, portable computers, gaming devices, tools, global positioning system (GPS) devices, cellular telephones, and so on. When the vehicle in which VAN 124 is disposed enters within proximity to LAN 110, VAN 124 is capable of establishing communications with LAN 110 via a wireless network communications medium 120 using corresponding transmission systems 118 and 122 of LAN 110 and VAN 122 accordingly. Thus, transmission systems 118 and 122 provide for transferring information between the networks. Such transmission systems include infrared (IR) transmissions such as an Infrared Developers Association (IRDA) compliant standard, or radio frequency (RF) transmissions such as a Bluetooth compliant standard. In an alternative embodiment, wireless network communications medium 120 is a hard-wired network and transmission systems 118 and 122 are suitably adapted therefor.

Please replace paragraph [0009] with the following amended paragraph.

[0009] Referring now to FIG. 2, a flow diagram of a local a communications method between a vehicle area network and a local area network in accordance with the present invention. Method 200 is executed between LAN 110 and VAN 124 in order to provide interactivity between the two respective networks. Method 200 may be executed, for example, when VAN 124 comes within a predetermined range of LAN 110 so that VAN 124 is capable of communicating with LAN 110 via network communications link 120. VAN-LAN communications are established at step 210. The vehicle network settings are determined at step 212. For example, VAN 124 may be set up to communicate at a predetermined data rate using a particular network protocol. This information is provided to LAN 110 so that LAN 110 may adjust communications settings accordingly. Vehicle user preferences set by the user are determined at step 214. For example, the user may have network communications turned to "off", or have the network set to limit communications time to predetermined time limit, such as two minutes or less. Data is then transferred at step 216 between VAN 124 and LAN 110 based on the VAN-LAN network settings as determined at step 212. Data is transferred between VAN 124 and LAN 110 at step 218 based on vehicle user preferences as determined at step 214. For example, if the user has limited network transmission to two minutes or less, LAN 110 will limit data transmitted based on file size and data rate so that the total transmission time is less than the two-minute limit. A determination is made at step 222 whether additional time is available for additional data transfer. If there is additional time, additional data may be transferred by executing steps 216 and 218 according to the additional remaining time. In the embodiment illustrated in FIG. 1,

the selection of additional data may be made by LAN 110 or VAN 124 or both in combination and the transfer of the additional data can be made by transmission systems 118 and 122. If no additional time is available, vehicle network settings are updated at step 224. For example, if a user had previously requested a map to a given destination, after receiving that map, the network settings of VAN 124 are changed to no longer indicate the desire to receive that map. After completion of VAN-LAN network data transfer an interactivity, VAN-LAN communications are terminated at step 226.

[0012] When communicating data between a vehicle area network (VAN) 124 and other networks (LAN) 110 such as home networks, the communication is directed in one embodiment to a predefined register and initiated by the user. In accordance with the present invention, the presence of communications modules, such as transmission systems 118 and 122, are detected so that communication commences when the transceivers detect they are in range. In addition, in accordance with the techniques described herein, intelligence is included in LAN 110 and VAN 124 to determine whether there is enough time to complete functions such as file synchronization or event exchange of individual files and to select an additional information transfer of a size capable of being transferred. What is implemented is an intelligent method for controlling the data exchange in response to the activity of the user, driver, passengers, and network systems. VAN 124 and LAN 110 are thereby able to determine appropriate network functions to perform, in the order of forecast priority and in the time calculated to be available. In a home embodiment, when LAN 110 detects a vehicle in the garage containing VAN 124, detected for example through garage door opener sensors, proximity or motion detectors and sensors, broadcast transponders, and so on, VAN

124 determines the level of data exchange based on the possibility of the vehicle exiting the garage in a calculated amount of time.